

4.7 Schedule of Accommodation

The accommodation schedule below demonstrates the quantum of floor space provided across the masterplan.

This currently provides 46,450sqm GIA of commercial office space in line with the Outline Planning Consent (OPC).

The development also incorporates a quantum of floor space for both a health centre and leisure facility.

The schedule also quantifies the amount of parking required for each building based on a parking ratio of 1 space per 30sqm (GIA) for office use.

Office parking requirement is 1,548 spaces.

Current provision is 1,689 spaces demonstrating that we have adequate space on site to accommodate this need.

This provides a current surplus of 141 spaces.

This surplus parking provides further flexibility to enhance landscaping and deal with changes in levels as the scheme evolves beyond the Outline Planning stage.

Note that 20% of all commercial parking spaces will be provided with EV charging points in line with highways policy.

We have also reviewed the most onerous requirements for cycle parking whether planning policy, BREEAM or BCO standards. We have therefore provided cycle storage to meet the most onerous standard.

The intention would be to locate all cycle stores on arrival to each building, close to the entrance and associated cycle paths.

We have currently provided over 450 secure cycle storage spaces.

Key Statistics

Office Space: 46,450sq.m (same as Outline Planning Consent

Leisure Centre: 5,300sq.m

Health Facility: 1,900sq.m

Parking Provision: 2,100 spaces

Potential Jobs / Employment: 4,500 persons

20967 MOWBRAY EMPLOYMENT PARK: Option 01 Commercial Office Masterplan Approach

Rev
Date

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23/03/2026

Commerical brief outline consent

	sqft	sqm	Parking Requirement 1 space per 30/sq.m GIA	
	499,983	46,450	1548	77
Building	Target Brief GIA for Each Building		Target Parking Spaces / Building	5% Accessible Spaces Required
A	94,992	8,825	294	15
B	94,992	8,825	294	15
C	31,000	2,880	96	5
D	23,756	2,207	74	4
E	81,999	7,618	254	13
F	30,494	2,833	94	5
G	88,501	8,222	274	14
H	30,494	2,833	94	5
I	23,756	2,207	74	4
Total	499,984	46,450	1548	77

check

check Total should be 11

check Total should be 77

Formulas do not delete

Net to Gross Assumption

5% accessible parking sq.m to sq.ft conversion requirement

10.76391

85%

NIA is equal to % of GIA

Cycle Space Requirements BREEAM & BCO

10%

Breem Occupancy

11.1%

11.1% of Total Net Area (NIA)

BCO Occupancy

10%

10% of Total Net Area (NIA)

Warehouse GEA equal to GIA x 103%

103%

Typical B8 Warehouse Occupancy 1 person per 77sq.m GEA

36

B2 Industrial Occupancy 1 person per 36sq.m GIA

36

B8 Warehouse up to 50k sq.ft Occupancy 1 person per 55sq.m GIA

55

B8 Warehouse 50k sq.ft to 75k sq.ft Occupancy 1 person per 70sq.m GIA

70

B8 Warehouse up to 100k sq.ft Occupancy 1 person per 80sq.m GIA

80

B8 Warehouse up to 50k sq.ft Occupancy 1 person per 105sq.m GIA

105

B8 Warehouse up to 50k sq.ft Occupancy 1 person per 120sq.m GIA

120

Family Leisure facility Occupancy 1 person per 65sq.m GIA

40

Health Centre Occupancy 1 person per 30sq.m GIA

30

BCO REQUIREMENT NOTES (OFFICE BUILDINGS)

BCO Cycle Parking requirements: 1 space per 10 Staff.
1:10 occupancy, Nia 85% of GIA

BCO Occupancy density for an office including reception area is 0.10 of Total Net Area.

EMPLOYMENT DENSITY GUIDE REQUIREMENTS (WAREHOUSES)

Occupancy density for B8 Warehouse (Regional Distribution)
1 person per 77sq.m GEA (GEA equals GIA x 103%)

Occupancy density for B2 Warehouse (Regional Distribution)
1 person per 36sq.m GIA

BREEAM REQUIREMENT NOTES (OFFICE BUILDINGS)

Breem Cycle Parking requirements: 1 space per 10 Staff.
1:10 occupancy, Nia 85% of GIA

Occupancy density for an office including reception area is 0.111 of Total Net Area.

BREEAM REQUIREMENT NOTES (WAREHOUSES)

Breem Cycle Parking requirements: 1 space per ?? Staff.

Occupancy Density : is ???

Planning Policy Notes Parking & Cycle Requirements based on GIA

Use Class	Car Parking (sq.m per space)	Cycle Spaces (sq.m per space)	Visitor Cycle Spaces (sq.m per space)
E Commercial Offices	30	150	500
B2 General Industrial	40	200	500
B8 Warehouse / Storage	100	500	1000

Plot	Building	Use / Storey	Proposed GIA for Each Building		Proposed GEA for Each Building		Approximate NIA for each Building (sq.m)	BREEAM Occupancy Density for Office Building (0.111% of NIA)	BCO Occupancy Density for Office Building (10% of NIA)	Occupancy Density for each Warehouse Building	Required Parking Spaces for Each Building	Actual Parking Spaces Provided for Each Building	Proposed Parking Spaces Difference to Requirement (+ or -)	Required Accessible Parking Spaces for Each Building (5%)	BREEAM (EXCELLENT) CYCLE PARKING REQUIREMENTS Cycle Parking Spaces are 10% of occupancy for Each Building	PLANNING POLICY CYCLE PARKING REQUIREMENTS Cycle Parking Spaces for Each Building			BCO CYCLE PARKING REQUIREMENTS 1:10 STAFF Cycle Parking Spaces for Each Building
			sqft	sqm	sqft	sqm										STAFF CYCLES	VISITORS	TOTAL	
01	A	3 & 4 Storey Office	84,497	7,850	89,233	8,290	6,673	741	667	0	262	304	42	13	74	52	16	68	67
	B	3 & 4 Storey Office	84,497	7,850	89,233	8,290	6,673	741	667	0	262	302	40	13	74	52	16	68	67
02	C1	3 Storey Office	32,389	3,009	34,910	3,243	2,558	284	256	0	100	104	4	5	28	20	6	26	26
	C2	2 Storey Office	18,446	1,714	20,130	1,870	1,457	162	146	0	57	50	-7	3	16	11	3	15	15
03	D	3 Storey Office	29,987	2,786	32,327	3,003	2,368	263	237	0	93	94	1	5	26	19	6	24	24
	E	3 & 4 Storey Office	71,042	6,800	75,024	6,970	5,610	623	561	0	220	240	20	11	62	44	13	57	56
	F	2 Storey Office	16,280	1,512	17,743	1,648	1,286	143	129	0	50	50	0	3	14	10	3	13	13
	G	3 & 4 Storey Office	71,042	6,800	75,024	6,970	5,610	623	561	0	220	240	20	11	62	44	13	57	56
	H	2 Storey Office	16,280	1,512	17,743	1,648	1,286	143	129	0	50	50	0	3	14	10	3	13	13
	I	3 Storey Office	30,856	2,867	33,295	3,093	2,437	270	244	0	96	94	-2	5	27	19	6	25	24
04	J	3 Storey Office	14,962	1,390	16,415	1,526	1,182	131	118	0	46	49	3	2	13	9	3	12	12
	K	3 Storey Office	14,854	1,380	16,254	1,510	1,173	130	117	0	46	50	4	2	13	9	3	12	12
	L	3 Storey Office	14,854	1,380	16,254	1,510	1,173	130	117	0	46	62	16	2	13	9	3	12	12
Total			499,984	46,450	533,586	49,572	39,483	4,383	3,948	0	1,548	1,689	141	77	438	310	93	403	395
			check		check		39,483					Main Parking Provision	1,689				OVERALL CYCLE PROVISION	531	
												Current Surplus Parking	141						
												Health Centre Parking Spaces	80						
												Leisure Facility Parking Spaces	327						
												Overall Parking Provision	2,096	spaces					

Other Buildings

	Proposed GIA		Proposed GEA		Approximate NIA (sq.m)	Occupancy Density
	sq.ft	sq.m	sq.ft	sq.m		
Health Centre	20,470	1,902	22,148	2,068	1,617	63
Leisure Facility	57,049	5,300	59,503	5,528	4,506	133
Sub Total	77,519	7,202	81,651	7,586	6,122	196

Sub Totals

E Office	499,984	46,450	533,586	49,572	39,483	4,383
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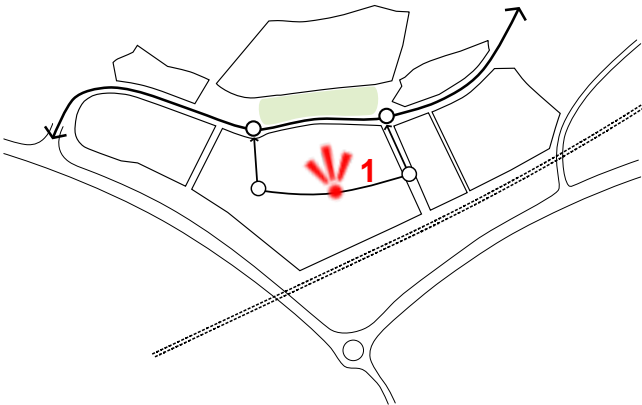
Approximate Overall Development Total

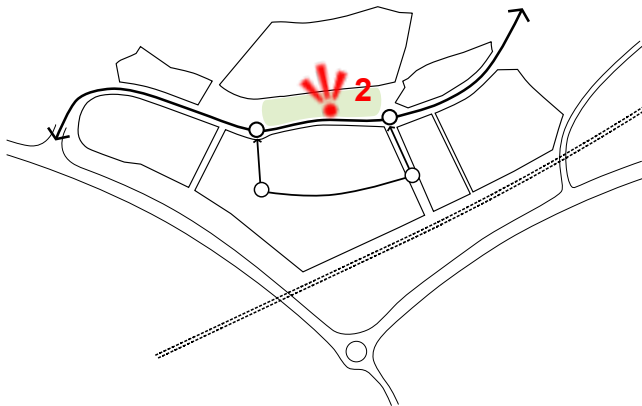
	577,503	53,652	615,237	57,157	45,604	4,578
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persons



View 1





5.0

EMPLOYMENT PARK MASTERPLAN APPROACH

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5.1 Employment Park Option - Arrival + Movement

Consistent with the design principles established in Phase 1, the estate road corridor incorporates a footpath on the southern side, and a segregated two-way cycle track with an adjacent footpath to the north. Tree-lined grass verges and landscape buffers define both sides of the avenue, reinforcing the green infrastructure strategy and contributing to a high-quality public realm.

The primary estate road is designed to integrate with future phases, including the adjacent residential development. This spine route will facilitate seamless connectivity across the wider masterplan.

The masterplan adopts a strategic approach to parking provision, prioritising on-plot parking wherever feasible.

Each building is served by well-defined arrival zones that accommodate delivery vehicles, drop-off/pick-up, and

service access. Accessible parking bays are located close to main entrances to support inclusive access and direct connections from parking areas to building entrances.

The layout ensures clear vehicular movement throughout, and segregation of large vehicles/HGVs to the services yards with landscaped pedestrian routes providing legible

Cycle hubs are strategically positioned near building frontages, aligned with key pedestrian and cycle corridors to encourage active travel. A bus stop is proposed on along the estate road, providing a central access to public transport and direct pedestrian connection with the heart of the commercial space.

All crossings of the road for pedestrians and cyclists are to be uncontrolled via either central refuge islands or splitter islands on the entries to the roundabout.



5.2 Employment Park Option - Facades + Legibility

The façade strategy for the employment masterplan has been thoughtfully developed to establish a clear and cohesive visual language throughout the site, enhancing legibility and supporting intuitive wayfinding for both pedestrians and drivers. This design approach aims not only to shape the identity of the employment estate, helping users navigate the site with ease — particularly along the estate’s main road network, where orientation and visibility are crucial - but also to create visual interest and architectural diversity in the inevitably larger employment buildings.

Buildings that front the primary estate roads are treated as key visual landmarks within the masterplan. These prominent façades receive particular architectural attention, incorporating a carefully curated selection of materials, finishes, and detailing to emphasise their visibility and importance. Special focus is placed on the articulation

of corners, junctions, and building approaches—using distinctive design features to create memorable points of interest within the streetscape and to elevate the overall architectural character of the estate.

While secondary elevations are designed to the same high quality, they adopt a more functional and restrained material palette and simplified detailing. This ensures visual consistency across the site while establishing a clear architectural hierarchy, allowing the most visible and significant façades to stand out without compromising the overall design integrity.

Building entrances will be strategically located and designed in alignment with designated arrival zones and adjacent parking areas, ensuring safe and convenient access for users. These entry points will be highlighted through architectural elements such as canopies, signage, and landscaping to make them clearly identifiable.

